

## Claims

1. A method for manufacturing a light alloy automotive wheel having an outer rim portion, an inner rim portion and a center disc portion, characterized in that a portion of an outer rim which extends from a hump to a bead seat is separated from part of a rim flange and is caused to fall inwards of a wheel width in a sloping fashion so as to be joined to a top or side of a rim well rising portion, so that an annular hollow portion is formed underneath a lower surface of a bead seat portion.
2. A light alloy automotive wheel manufacturing method as set forth in Claim 1, characterized in that an excess thickness is provided on both or either of an outside diameter and an outside of the rim flange, and a portion corresponding to the excess thickness is separated from the rim flange, so as to mold the portion extending from the hump to the bead seat.
3. A light alloy automotive wheel manufacturing method as set forth in Claim 1 or 2, characterized in that the portion extending from the hump to the bead seat and the rising portion of the rim well are joined together by welding.
4. A light alloy automotive wheel manufacturing method as set forth in any of Claims 1 to 3, characterized in that a hollow portion is formed in a spoke of the center disc portion, so as to form a hollow portion in which the hollow portion in the spoke and the annular hollow portion are made to communicate

with each other.

5. An integrated light alloy automotive wheel manufactured by the manufacturing method as set forth in any of Claims 1 to 4.

6. A method for manufacturing an integrated light alloy automotive wheel comprising a center disc portion and outer and inner rims, characterized in that a patch is provided annularly on a bead seat portion of both or either of the outer rim and the inner rim, so as to form an annular hollow portion radially inwards of the bead seat portion.

7. A light alloy automotive wheel manufacturing method as set forth in Claim 6, characterized in that the patch is made of a light alloy similar to a light alloy of a wheel main body and is joined to the wheel main body by welding at both or either of circumferential end portions thereof so as to form the bead seat portion.

8. A light alloy automotive wheel manufacturing method as set forth in Claim 6, characterized in that the patch is formed by molding an inorganic fiber or high tensile strength resin fiber with a resin or as a composite material of the fiber with a metal and then joined to the wheel main body.

9. A light alloy automotive wheel manufacturing method as set forth in any of Claims 6 to 8, characterized in that a spoke is formed hollow, so as to form a hollow portion by causing the hollow portion in the spoke and the annular hollow

portion to communicate with each other.

10. An integrated light alloy automotive wheel manufactured by the manufacturing method as set forth in any of Claims 6 to 9.